

OUR COFFEE INTERESTS

Practical Talk on the Outlook Ahead.

An interesting interview on the subject of coffee-planting was obtained by the Advertiser yesterday afternoon from Mr. A. Louison of Honolulu, Hawaii, who is engaged in coffee culture in that district and is now in this city on a short business trip.

"I would like," said Mr. Louison, "to tell you that the coffee industry in this country is in a very favorable position. It is a law laying a duty on coffee. I think it is only fair that the home coffee-growers of America should be protected in this industry, likely to become so important a factor in the produce of our lately acquired possessions."

Mr. Louison has lately returned from a trip to the Coast made in the interests of the coffee industry and is enthusiastic over the future of coffee in these islands. If a reciprocity system can be brought to bear upon the western coffee-growers and dealers, "All that is needed," said he, "would be for the larger plantation agents down here, who handle coffee, to instruct their buying agents in San Francisco to buy their grocery supplies only of those firms who would be willing to handle Hawaiian coffee. Of course, there are many firms handling groceries that do not roast coffee, but of those that do there are very few who would not be willing to purchase island coffee on this basis."

"This fact I have myself proven by the readiness with which I was enabled to get rid of the coffee that I had for sale and by the talks that I had with the more prominent coffee merchants and brokers."

"They have no fault to find with the product of the Hawaiian berry when properly selected and dried. Indeed, the opinion of the expert roasters is that our product is equal to that of Java. When I propounded the pertinent query as to whether they had much trade with Java, the answer was 'Practically none.' I then asked if it was fair that Hawaii should do the buying and Java secure the trade in return for nothing at all? The answers I received enlightened me as to the wherefore of the present depression in coffee."

"The Hawaiian berry has never been properly placed upon the market. The grocers have never been approached upon the reciprocity basis that I have suggested until now; Hawaiian coffee has been placed at too high figures, and different lots of the product that have reached San Francisco have not been hand picked; that is, the badly dried or 'sour' berries have not been eliminated after fermentation has taken place."

"Native coffee is by Coast dealers placed upon the same basis as 'Central American' and the price thus conducted has been less on account of the sour berries, than the planters expected or were willing to accept. The brokers generally have given a black eye to 'a-wa-lan coffee.' They have all of them made their money through 'Central Americans' and it is perhaps only natural that they should be indifferent to our claims."

"To be successful, all our coffee should be handled through one broker who would be willing to devote his entire interests to our coffee, and I think that I have found this man. The badly selected coffee that has reached the market has been largely the product of the small growers, mostly Portuguese, who have not the proper means of drying the berry, and do not attempt to take the necessary care, often leaving the drying coffee exposed on the matting to the dews and rain, and then piling up the berries in heaps until the sun comes out again, thus getting them musty. It would be my idea for the larger planters to buy out the product of these smaller fry 'in the cherry' or while the berry is ripe but still uncrushed, then pulping and preparing the coffee for the market in their own drying-rooms. The picking over by hand of the berries is a most important matter, only costing about one cent a pound to do, and bringing three or four cents extra for the selected crop."

"The broker, too, is another essential feature, the larger firms refusing to buy through any other source."

"The broker who is interested in the future of Hawaii as a coffee-producer suggested what I consider a very practical plan. To raise among the planters and agents here a sum of money, say about \$5,000 or even \$10,000, to be expended in articles to be placed in the prominent Eastern monthlies. The articles would be illustrated, of course, and should do much toward interesting the public in general in Hawaiian coffee."

"Coffee is not a particularly hard plant to cultivate on the generous soil of the altitudes of these islands. It requires some money, of course, to start with, but not any more than the capital available to the class of agriculturists that planted the orange groves of Florida and California. Far more certain are the profits and far less the labor."

"After the first rough work of felling the trees is accomplished, there is little to be done that even the women of the household could not handle. The work out of doors in the finest climate of the world, would build up a man's constitution while also building up his fortune. The ideal climate for coffee-growing is an ideal climate as far as health is concerned. There is no better climate in the world than that to be found in the upland coffee belts of these islands."

"Coffee-growing has been presented hitherto in a discouraging light to those making enquiries. Everything else has been lost sight of in the light of the sugar industry. Folks taking up the coffee lands have been strongly urged by the sugar planters to grow cane, on the principle, of course, that the more cane is grown the better for the mill. It is the sugar company that absorbs the profits, not the small grower. As you stated in your article, the enlarging of the coffee industry would result in bringing to the islands the most desirable element of colonists, exactly the style of people we require. A white man cannot stand labor in the cane fields; neither can he compete in that industry with the wealthy plantations."

Island; there they will see what is being done with coffee. It, of course, is four years before the plants will bear a fair crop, and the best methods of drying are only discovered after experience; but it is an easy industry to master, a beautiful one and a paying one. Hawaiian coffee bushes will produce twice as much as many berries to the acre as Porto Rico, and, properly handled, a market can always be found. Ten thousand bags of 100 pounds should be placed annually."

COST OF LIVING ON THE COAST

Prices Forty Per Cent Higher in San Francisco Than They Were.

SAN FRANCISCO, May 3.—If this is a period of prosperity in San Francisco, and the evidences that it is are plentiful and convincing, it is also a time when everything costs a pretty penny. The increase in the cost of living is keeping pace with the general improvement in trade conditions. It extends to small, as well as to more important items of expenditure, and has now got down to the cost of having one's shoes polished. Keepers of bootblack stands have decided to form a union and to raise the price of a "shine" from five to ten cents.

The bootblacks say that there is as much a skilled calling as the business of driving hacks and waiting in restaurants, and that they are as much entitled to fix prices as are a dozen other classes of labor. For a grievance they have the fact that they are now required to pay a license of \$3 a quarter for blacking the boots of the populace in the stands which they maintain on the streets and in other public places about town. It seems a small sum to men in most lines of business, but when receipts are swelled by the slow measure of a nickel at a time it is felt to be quite a tax on their industry. So there is every prospect that it will soon cost as much to get a "shine" on Saturday as on Sunday, on a working-day as on a holiday. They are going to keep pace with the upward trend of prices, and with them will be barbers who now charge ten cents for a shave. Pretty soon, it is said, there will be no ten-cent barber shops in the city. The day of small things is coming.

The cost of living in San Francisco has become a general cause for complaint. Householders declare that it is, at least, 40 per cent greater than it was a year ago, and the reasons are interesting. Inquiry develops the fact that it is only the old story of supply and demand. Ask your butcher why it is that he charges you 40 per cent more for meat than it cost a year ago, and he will tell you that meat is scarce and the city full of people who have to be fed. Every house in the city is full, and the lodgings-houses which supply the restaurants with customers have rarely a room to spare. Fifteen months ago the house-renters' defaced hundreds of windows, and the real estate man lived a languid existence. Now the person who finds it necessary to go a house-hunting has a wearying task before him. It is almost impossible to find a house if one is at all particular, and even good rooms are scarce. This is not only a matter of observation, but it is the testimony of the men engaged in the business of renting and selling houses. Manager Bowes of Shalmsford, Buckbee & Co. said today that a very satisfactory condition prevailed at present. "You can rent anything that you have in the way of a house or a store," he said today. "Places of business are especially in demand. I suppose that there are several causes that have led to this state of things, but there is no doubt that the Philippine business has done a great deal for San Francisco. Low rates of fare out to the Coast have brought out many people, and no doubt a good many have come to stay. I would not conclude that there was a boom or anything of that kind. It seems to be a steady and general improvement in business and I believe that it will last." That is the way most business men talk.

Perhaps the most telltale item that causes the heads of families more concern than almost any other, George Loewenberg ascribes the high prices to several conspiring causes. First, he says, the enormous shipments of meat to the Philippines have made heavy inroads on the supply. The transports have carried off great quantities of beef and other meats to the new possessions of the United States in the South Pacific. Then, too, cattle are scarce. Several years ago bad seasons, when feed was scarce and high, caused ranchers to get rid of stock. Thousands of head of cattle were shipped East, where cheap corn made the demand brisk. The past two seasons in California have been good, and ranchers have plenty of grass and comparatively few cattle. In these conditions they do not want to sell. It is very hard to get good beef cattle now at almost any price. Miller & Lux, Haggis, Hearst, Spreckels and other large land-owners are keeping all their cattle. The demand in the city has increased and therefore the prices are way up. The prices for all qualities of beef are 40 per cent higher than they were before the bad seasons, and the Philippine trade came to change the situation. So if the bootblacks and the barbers want more money, along with the butcher, the baker and the candlestick-maker, there are sound reasons at the back of their demands, for they all have to live, and the cost of living, as remarked at the outset, is now very high.

A VERY REMARKABLE REMEDY.
"It is with a good deal of pleasure and satisfaction that I recommend Chamberlain's Colic, Cholera and Diarrhoea Remedy," says Druggist A. W. Sawtelle, of Hartford, Conn. "A lady customer, seeing the remedy exposed for sale in my showcase, said to me: 'I really believe that medicine saved my life the past summer while at the shore,' and she became so enthusiastic over its merits that I at once made up my mind to recommend it in the future. Recently a gentleman came into my store so overcome with colic pains that he sank at once to the floor. I gave him a dose of this remedy which helped him. He repeated the dose and in fifteen minutes he left my store, smilingly informing me that he felt as well as ever. Sold by all dealers and druggists. Henson, Smith & Co., Ltd."

OF INTEREST TO HAWAIIAN Board of General Appraisers' Decision.

Materials for Ship in Foreign Trade.—Materials admitted to free entry under section 7 or 12, tariff act of 1894 or 1897, respectively, for use in the construction or equipment of a vessel employed in the foreign trade, do not become dutiable when such vessel makes a coastwise voyage of more than two months' duration after the materials exempted had become worn out, or had ceased to be serviceable or useful for the purpose for which they were used.

Worn-Out Metal Sheathing.—Where it is shown that the life of imported metal sheathing on a vessel, and its effectiveness, does not continue longer than from two and one-half to three years, duties will not accrue on such sheathing which has been in use for more than four years at the time the vessel undertakes a coastwise voyage, notwithstanding the owner has allowed it to remain on the vessel.

In re Spreckels & Bros. Co., 104 Fed. Rep., 879 (reversing in re Spreckels & Bros. Co., G. A. 3594), followed.

Before the United States General Appraisers at New York, April 22, 1901, the matter of the protest of Edward M. Alexander & Baldwin, against the decision of the collector of customs at Honolulu, Hawaii, as to the rate and amount of duties chargeable on certain metal sheathing upon the American bark Edward M. Alexander, was argued.

Opinion by Somerville, General Appraiser.
The material facts in this case are as follows: "On April 20, 1896, the owner of the American bark Edward M. Alexander, withdrew from bonded warehouse at New York certain yellow sheathing metal, which was placed upon the hull of said vessel. The merchandise was accorded the privileges of section 7 of the tariff act of 1894, which reads, so far as applicable, as follows: 'Section 7.—That all materials of foreign production which may be necessary for the construction of vessels built in the United States for foreign account and ownership or for the purpose of being employed in the foreign trade including the trade between the Atlantic and Pacific ports of the United States, and all articles necessary for their outfit and equipment, after the passage of this Act, may be imported in bond under such regulations as the Secretary of the Treasury may prescribe; and upon proof that such materials have been used for such purposes no duties shall be paid thereon. But vessels receiving the benefit of this section shall not be allowed to engage in the coastwise trade of the United States more than two months in any one year except upon the payment to the United States of the duties of which a rebate is herein allowed.'"

Thereafter the vessel was engaged in the foreign trade for more than four years. On June 21, 1900, being then in the port of Honolulu, Hawaii, she exchanged her cargo meter for another, and was re-enrolled, clearing from Honolulu and continuing in the coasting trade for more than two months in the year 1900. During all this time the sheathing remained upon the hull of the vessel, and no new sheathing was put on. On her return to Honolulu the full duties of the yellow metal in question, amounting to \$284.20, were exacted by the collector at that port, under section 12 of the act of 1897, which was then in force, said section providing exactly to section 7 of the act of 1894. The protest claims that the collector's action was unauthorized.

In the case in re Spreckels & Bros. Co. (104 Fed. Rep., 879), reversing board decision in re Spreckels & Bros. Co. (G. A. 3594), the circuit court for the northern district of California found, upon the testimony of expert witnesses, that the life and effectiveness of metal sheathing of this character does not continue longer than from two and a half to three years. That evidence, as set forth in the opinion of the court, being applicable to the merchandise before us, is made part of the record in this case. It is strongly corroborated by the proofs which were filed with this protest.

We find accordingly that, at the time the Edward M. Alexander undertook her coastwise voyage, the yellow metal on her hull was worn out and unfit for further use than to be remanufactured. The Spreckels case, supra, which arose under section 8 of the tariff act of 1890, of which sections 7 of the act of 1894, and 12 of the present act were re-enactments in more liberal terms, involved precisely the question now before us. The court made the following remarks from the opinion: 'It could hardly have been intended by Congress to permanently exclude from the coastwise trade for ten months in the year a vessel built in the United States because it had used in its construction or equipment, free of duty, some foreign materials, the use or life of which was of short duration. The statute specifically provides that "upon proof that such materials have been used for such purpose (construction or equipment) no duties shall be paid thereon." In what way is this exemption qualified by the provision "that vessels receiving the benefit of this section shall not be allowed to engage in the coastwise trade of the United States for more than two months in any one year except upon payment of the duties?" Suppose an imported Manila or wire rope has been completely used up on board of a vessel, must the duties be paid upon such an article, notwithstanding its destruction, to secure the privilege of engaging in the coastwise trade for more than two months in the year? The requirement of duty on imported material used in the construction and equipment of a vessel appears to be a reasonable regulation, if the material continues to exist in a useful condition. But if it is worn out, and its life has gone as a useful or serviceable article, the payment of the duties does not appear to be a reasonable requirement within the spirit and the purpose of the regulation.

And further: Is there any warrant for the assumption that Congress intended to impose a duty upon material after it had been used and become practically worthless, simply as a penalty for its retention upon the vessel? The statute is silent upon this point, and the inference to be drawn from this silence is purely a matter of construction, to be determined by the general spirit and intent of the statute. As it is not to be presumed that an injustice was within the legislative intent, wherever a statute is capable of two constructions, one of which would work manifold injustice, and the other would

work no injustice, it is the duty of the courts to adopt the latter. (Lau v. New York, 100 U. S. 171, 18 U. S. 171, 12 Sup. Ct. 171, 36 L. ed. 340, and cases cited.) In accordance with these principles, the court will consider that the section in controversy applies only to material that is intended to be used.

It was judged accordingly that a shipowner was entitled to the cancellation of duties on yellow sheathing metal which had been in use more than four years, notwithstanding he had allowed it to remain on the vessel and accepted the consequent lower rating. The merchandise seems also to be entitled to exemption from duty under section 8 of the tariff act of 1894, which reads as follows:

Section 8.—That all articles of foreign production needed for the repair of American vessels engaged in foreign trade, including the trade between the Atlantic and Pacific ports of the United States, may be withdrawn from bonded warehouses free of duty, under such regulations as the Secretary of the Treasury may prescribe. Following the authority cited, the protest is sustained and the collector's decision reversed, with instructions to refund the entry accordingly.

Oklahoma's Big Vote.

The total vote at the Territorial election in Oklahoma last year was 73,000. In Arizona it was 16,000, in New Mexico 30,000 and in Hawaii 8,500, a total in these four Territories of 117,500. Idaho, which is a State in which there is equal suffrage for women as well as men, polled 15,000 fewer votes than Oklahoma. Wyoming, in which also woman suffrage prevails, polled 15,000 votes fewer than New Mexico, and Nevada polled 6,000 votes fewer than Arizona. These three States had collectively 88,000 votes. They have six United States Senators; the four Territories have none.

The horse abattoir at Linnton, which was shut down last fall, has started up again, says a Portland, Ore., dispatch. As conditions are more favorable for its successful operation, it is likely to be kept running indefinitely. About 800 cayuse ponies have been sent in from the ranges, and it is probable that 10,000 will be slaughtered this year. It is estimated that there are more than 500,000 ponies ranging over the country tributary to this market. Stockmen are very anxious that these horses should be driven away, to preserve the ranges to cattle and sheep. Horse meat has found favor in Sweden and Norway, and several orders have been received from there.

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